

NEX earns Bingham Award

JO1 Daniel J. Calderón
Editor

The Navy Exchange at Pearl Harbor has earned its fourth Bingham Award in 11 years.

The exchange earned the award in the superstore category, which ordinarily covers stores with sales in the \$104 to \$200 million range. The NEX here made \$213 million in sales for 2003. The sales figure is a 24 percent increase over sales figures for 2002.

At an award presentation at the exchange July 23, Richard Dow, director of operations worldwide for Navy Exchange Command, was on hand to represent NEXCOM. Dow spoke about the importance of the exchange in general and about the exchange in Hawai'i in particular.

"The Navy exchange contributes to the overall quality of life for our Sailors," Dow said. "The Bingham Award recognizes the work our associates do throughout the year. The Navy Exchange at Pearl Harbor has been a leader in a number of key areas. Associate Satisfaction Index is 76. Company-wide, the average is 67. Customer satisfaction here is 83. Worldwide, the average is 73."

"This place is awesome compared with the one in Lemoore," said



U.S. Navy photo
Associates from the Navy Exchange Pearl Harbor pose in front of The Mall at Pearl Harbor after receiving their fourth Bingham Award in 11 years July 23. The award recognizes the exchange's commitment to sales, customer service and associate satisfaction.

Aviation Electronics Technician Airman David Wayman of Commander Strike Fighter Wing Pacific at Lemoore, Calif. Wayman was among the 18,000 Sailors in town for the Rim of the Pacific exer-

cise. "I can believe they won the award. This place has everything. Everyone seems to be really cool, especially considering that all these Sailors show up at once."

The award gives the region a "clean

sweep" in the quality of life arena. Earlier in the year, the Navy Region Hawai'i combined bachelor housing received a five-star rating and every Navy galley on the island received

▼ See NEX, A-2

RIMPAC 2004

Photos capture essence of multi-national exercise. See page A-5.



Tomcats fly away

F-14s make their twilight deployment to the Western Pacific. See story on page B-1.

Army displays Stryker vehicles on Ford Island

JOSN Ryan C. McGinley
Staff Writer

The U.S. Army unveiled its new Stryker vehicles Monday on Ford Island with a demonstration and display for distinguished guests and media.

"The purpose is to let the community come out and see what the Stryker really is," said Michelle Cain, chief of community relations, U.S. Army Hawai'i. "I think [people] expected them to be big tanks coming down the road, and they're really not that much bigger than a large SUV."

According to the Army, the Stryker is an eight-wheel drive, armored combat vehicle that weighs approximately 19 tons.

It combines the capacity for rapid deployment with survivability and tactical mobility. The vehicle allows for close and urban terrain maneuverability and transports up to nine infantrymen quickly to critical battlefield positions.

The vehicle can reach speeds of almost 70 mph and has a maximum range of 312 miles.

"In talking to the Soldiers that have used the vehicles in Iraq, I feel confident that this is probably the safest vehicle that Soldiers can actually use in combat," said Cain. "And the fact that they are going to come to Hawai'i so our Soldiers can train on them means that our Soldiers in the 25th Infantry Division 2nd Brigade ... will be safer. The families can feel confident that their Soldiers are safe if and when they go into combat."

Lt. Gen. James Campbell, commander U.S. Army Pacific Command, said the Stryker Brigade is the future of the U.S. Army and, "That's the most important outcome for this [demonstration]."



U.S. Navy photo by JOSN Ryan C. McGinley
The U.S. Army displays its new Stryker armored vehicles at Ford Island. Distinguished visitors were able to see the vehicles up close and ride in the new technology.

▼ See STRYKER, A-2

Stennis wraps up RIMPAC, pulses forward to Western Pacific

Lt. Corey Barker
USS Stennis Public Affairs

After two weeks of intense multi-national war games in the Pacific, the six ships and more than 60 aircraft of John C. Stennis Carrier Strike Group (JCS CSG) pulled into Naval Station Pearl Harbor, Hawai'i July 22, successfully completing the bi-annual Rim of the Pacific (RIMPAC) exercise.

Following the visit to Hawai'i, the strike group will continue a scheduled summer deployment to the Western Pacific as part of Summer Pulse 2004 (SP04), the Navy's first real world test of the Fleet Response Plan (FRP).

In all, 40 ships, seven submarines, 100 aircraft and nearly 18,000 Sailors, Airmen, Marines, Soldiers and Coast Guard personnel from seven countries participated in RIMPAC. The exercise focused on multi-national training and building trust and cooperation among the participants.

This year, the nuclear aircraft carrier USS John C. Stennis (CVN 74) was the centerpiece of the exercise and flagship for the multi-national task force.

"This is a unique opportunity to bring our Pacific allies together and train how to operate and respond as one collective force," said Rear Adm. Patrick Walsh, Commander, Carrier

Group Seven.

He explained that the world we live in today requires swift multi-national attention and deliberate action when responding to crisis.

"RIMPAC is important in that it focuses on building interoperability and cooperation with our allies and coalition partners in the region so we are able to respond quickly and confidently to real world situations," Walsh said.

The strike group is scheduled to pulse forward on a scheduled deployment to the Western Pacific further testing the Navy's Fleet Response Plan. While port visits and the duration of the deployment are still undecided, the strike group

remains prepared to stay on station for as long as needed.

SP04, which began in early June, is the Navy's first full scale exercise of its new operational construct to simultaneously deploy up to eight carrier strike groups on a global scale. The exercise demonstrates the Navy's capability to provide substantial naval power to respond to crisis, deter aggression and ensure stability.

"At one point in time, simply having a flagpole or the brick and mortar associated with a shore installation, or a routine, predictable deployment pattern, would be deterrent enough," Walsh said. "And what we learned after 9/11 is that pre-

dictability now becomes our very vulnerability," he concluded.

The JCS CSG includes the aircraft carrier USS John C. Stennis (CVN 74), Aegis-equipped guided-missile cruiser USS Lake Champlain (CG 57), Arleigh Burke-class destroyer USS Howard (DDG 83), guided-missile frigate USS Ford (FFG 54), Los Angeles-class fast-attack submarine USS Salt Lake City (SSN 716) and the replenishment ship USNS Rainier (T-AOE 7). All of the ships of the JCS CSG are homeported in San Diego, Calif., with the exception of USS Ford, homeported in Everett, Wash., and USNS Rainier, homeported in Bremerton, Wash.

NEX: Bingham awarded for associate, customer satisfaction

Continued from A-1

the Ney Award for excellence in food service. Additionally, Navy Times has named Naval Station Pearl Harbor the top base for quality of life. Navy Exchange associates here said they are proud of their accolade and feel fortunate to be a part of the organization.

"I like it here," said Rey Lima, an NEX associate for 10 years. "I like it because of the opportunities for advancement and I know it's a secure job."

"My husband is in the military so they transferred my job when we moved," said Sharon Reed, a military spouse and lead at the NEX distribution center here. Reed has been with NEX for eight years. "There's a lot of chance to move up. You can move to different departments until you find a job that's comfortable for you."

The Bingham Award was established in 1979 to recognize excellence in customer service, operations and management at exchanges worldwide. The program is named after Capt. W.H. Bingham. He was the chief executive officer of the R.H. Macy's company and was appointed by the Secretary of the Navy to lead an advisory board for the establishment of the Navy Exchange system in 1946.

"You all embody the spirit of the Bingham Award every day," Dow said to the assembled NEX employees. "You are all shining examples of what the Navy family store is all about. The men and women who serve our country appreciate your continued support and show it by their continued patronage."

One Sailor both appreciates and supports the exchange. As an active duty service member, Cryptologic Technician-Collection 1st Class Cynthia Dodd from Cryptologic Services Group Hawai'i is an authorized patron of the exchange who can bring in up to two guests at a time. Dodd is also a part-time employee at the NEX.

"I just started here two months ago," said Dodd, who has been in the Navy 17 years. "The people here are very nice. It's a very tight-knit group."

Dodd is working toward her master of business administration degree and hopes to be able to remain with the NEX here when she



U.S. Navy photo

Capt. Ronald R. Cox, Commander, Navy Region Hawai'i/Commander, Naval Surface Group, Middle Pacific receives the 2003 Bingham Award on behalf of the Pearl Harbor Navy Exchange (NEX) from Richard Dow, Navy Exchange director of operations, at a ceremony in front of the Pearl Harbor NEX.

retires at the end of her active service time. She said her command and the management at the exchange are very accommodating.

"This does not interfere with my military job at all," she said. "I'm a Sailor first. My supervisor here is understanding and supportive. I think it's beautiful that they allow active duty people to work here."

According to Beverly Hudgins, NEX store manager, there are about 1,100 exchange employees. She said the employees are directly responsible for the customer satisfaction and the high sales figures. Hudgins said average retail stores like Macy's normally make about \$250 to \$300 per square foot in their stores.

"We average about \$800 per square foot," she said. "We have a lot of customers that are very loyal. Because of that, we really see it as our mission and responsibility to provide the best value and customer service that we can."

Hudgins said customers have involved themselves in the exchange since it opened. She cites the customer suggestion box as a successful means for exchange patrons to voice their opinions about NEX operations.

"We really do listen to the feedback from our customers," she said.

One example is the availability of benches and tables outside the exchange area. Hudgins said customers suggested having places to sit and rest during their shopping so the NEX bought the

tables and benches so they would have shady spots to sit. The exchange also put up signs with a number and letter system in the parking lot so customers would be better able to locate their vehicles.

"We underestimated the problem that would be for our customers," Hudgins said. "Because our parking lot is so large, customers were losing their cars so we numbered our stalls."

At the ceremony, Mike Cottrell, district manager and general manager for the exchange, presented a Letterman-esque top 10 list of reasons the exchange won the award. Among the reasons was that the exchange is the best Army, Air Force, Marine Corps, Coast Guard and Navy family store since so many service members from all five services patronize the store. The customer support has not gone unnoticed.

"As a patron myself, I can tell you that you really deserve this," Capt. Ronald Cox, Commander Navy Region Hawai'i and commanding officer of Naval Station Pearl Harbor, said to the exchange employees at the awards presentation. "This is the best NEX I've seen in my 24 or 25 years of service."

Although an award was presented to Cox, as the local commander for the area in which the exchange is located, he was quick to point out where the credit should be given.

"This is nothing that I've done," he said. "It's all because of you taking care of our Navy ohana."



U.S. Navy photo by JO5N Ryan C. McGinley

Capt. Ronald R. Cox, Commander, Navy Region Hawai'i and Commander, Naval Surface Group, Middle Pacific, listens to Soldiers describe the new technology in the Stryker vehicles. The U.S. Army is scheduled to bring almost 300 of the vehicles to Hawai'i in May 2006.

Stryker: Newest Army vehicle receives public demonstration

Continued from A-1

Currently, the 1st Stryker Brigade Combat Team out of Fort Lewis is in Iraq and the second team is in the final stages of pre-deployment. Campbell said the evaluations from the team already in Iraq have been well above their expectations.

"The reports from the battlefield have been all we could have hoped for and more," he said. "Soldiers have taken great confidence in these vehicles and they have been able to get their jobs done while at the same time saving lives."

Campbell also said the most impressive aspect of the Stryker is the testimonials of insurgents and terrorists who have fought against the vehicle.

"They describe the Soldiers that ride the Stryker vehicles as 'ghost Soldiers' - that they appear when least expected and travel great distances to hit them."

Campbell also stressed the importance of a joint collaboration between the Army, Air Force and Navy in best utilizing the vehicles.

"We fully realize that it's one thing to have a very powerful Stryker brigade combat team, but that does not get the mission accomplished if we can't move it," he said. "Working [together] with the Air Force's C-17, which is a magnificent aircraft, or the high speed vessels, will enable us to move the Strykers rapidly in this theater. The [high speed] vessel you see behind me, as it goes into its crew-up later this year, will be crewed by both Sailors and Soldiers together as a team, which is a significant step in a very critical joint arena."

The \$1.5 billion project will bring 291 armored vehicles and an additional 810 personnel that the Army will add to the 2nd Brigade at Schofield Barracks to Hawai'i in May 2006.

"I think the United States has the best military force in the world and I think it's important that we support the military and support the Soldiers and we provide them with the best possible equipment, the best possible training so they can survive in combat," said Cain. "To me that's the bottom line, that's the most important thing."



U.S. Navy photo

The Navy Exchange at Pearl Harbor has earned its fourth Bingham Award in 11 years. The Bingham Award was established in 1979 to recognize excellence in customer service, operations and management at exchanges worldwide.

Hawai'i Navy News Editorial

Sea life through a civilian's eyes

Commentary
Lacy Lynn
Staff Writer



Like a 21st-century Margaret Mead, I went last week to live among an isolated community of people, to observe a culture I thought was entirely foreign, and to seek the similarities with my own life. Like most cultural observers, I gained more from the experience than my subjects did, and learned things I never expected.

However, instead of earth and sand, the islands I visited were made of tons of steel. I spent one afternoon and night aboard the aircraft carrier USS John C. Stennis (CVN-74), and four days on the USS Lake Champlain (CG 57).

I was there playing the role of an embedded journalist as part of Rim of the Pacific exercises, and reporting on exercise scenarios as they developed.

As a civilian who had never been on a ship, I was happy for the opportunity, and glad the experience did not include seasickness or rough seas.

My observations are probably obvious, and my excitement overrated, to anyone who has been in the military, but for some of us on the civilian side, these things may be neither apparent nor ordinary.

My journey into the heart of Navy culture began with a carrier onboard delivery flight from Hickam Air Force Base to the USS John C. Stennis (CVN-74).

The rumbling turbo prop plane shuddered and shook throughout the flight, but eventually it brought my co-worker, and me, along with the other passengers, safely to the flight deck of the carrier.

The helicopter, which would have transported us from the carrier to our ships, was down for the day, so we had a layover on the Stennis until the next morning. There was confusion about whether we were going to stay on the

carrier, return to Oahu, or move on to the ship.

It turns out that military personnel must be prepared for anything, because nothing ever runs as smoothly as planned.

My co-worker, a Navy Journalist, best demonstrated this as he immediately implemented a back-up plan to work on two stories simultaneously during our brief stay aboard the Stennis. Part of his readiness can be attributed to journalistic training, but some of the credit must also be given to military experience.

We spent the afternoon taking photos on the flight deck with the men who wear the "rainbow wardrobe" aboard the carrier.

Their shirt colors (purple, blue, green, yellow, red, brown and white) indicate their occupations on the flight deck. My yellow-shirted companion, for instance, could have been an aircraft handling officer, a catapult and arresting gear officer, or a plane director.

Planes took off and landed in a crazy sort of organized chaos, a frenetic combination of sound and motion. They were caught by a wire on landing and took off by being shot from the deck with a large slingshot.

Inside the ship, people were just as busy. They rushed in and out of offices, down corridors, and worked day and night.

That evening I went to bed, exhausted, and no longer mystified by how people stayed in good shape enclosed in a ship day and night. The number of stairs and block-length passageways testified to a level of fitness I had not expected from the out-to-sea experience.

After a night filled with the sound of alarms ringing, flights taking off, and various announcements over the intercom, I awoke the next morning almost as tired as I had gone to sleep.

I packed my bag and flew out to the Lake Champlain on a large helicopter.

The difference between the two ships

was immediately apparent. A ship like the Lake Champlain and an aircraft carrier like the Stennis are as dissimilar as the rural Oregon town where I grew up and an urban center like New York City.

Where the Stennis was huge, hectic and impersonal, the Lake Champlain was small, still hectic, but friendly.

The community on Lake Champlain was more apparent. On the smaller ships, everyone multitasks, doing more than one job.

The other main distinction between the two ships was the heightened awareness on the Lake Champlain of who were officers and who were enlisted, which was the opposite of what I expected.

Because I was media, I was treated to officers' privileges on both the Stennis and the Lake Champlain. I slept in a stateroom, ate in the wardroom, and traveled freely around the ship to do my work.

My helicopter arrived just in time for lunch on Lake Champlain. I was surprised by the formality of the wardroom dining area a full set of silverware, a menu of selections to choose from, and the service of enlisted personnel cooking and waiting on the officers.

On the Stennis, officers ate in their own cafeteria, but it was more still similar to the dining areas of the enlisted personnel than the tablecloths and napkins of the Lake Champlain's wardroom.

The bulk of my encounters with enlisted personnel on Lake Champlain were mostly in my own wanderings around the ship and being served in the wardroom.

Ideally, Department of Defense civilians and their military counterparts should cooperate to achieve the larger missions of the organization. Federal civilian employees like me can better support the Navy if they can better understand how the organization and its people work.

Commentary

Fireside Chat

Navy Region Federal Fire Dept.

'Turn them off'

Federal Fire Department

The music we listen to on the radio, disks or tapes sound great and keep us going. The good old television also is a great source of entertainment. The television and radio are two main sources of our day-to-day entertainment. As a matter of fact, it would be hard to go through one day without the television and/or radio. But the sad fact is that the television and radio could be the source of a lot of pain and problems. I'm not talking about bad programming. I'm talking about electrical shorts, electrocutions and yes, fires.

One of the problems is that many people use the television and radio for more than just entertainment; they use these devices as a form of security. They leave the televisions and radios on all the time. They want people to think that someone is home or in the office when really, no one is there. This might deter someone from breaking into the home or office.

Televisions, radio and similar devices build up heat when they are in use. That's why these devices have vents in them-so the heat can vent out of the unit. The problem is when these devices are left on all the time, the heat builds up and up. In time,



U.S. Navy photo by JO1 Daniel J. Calderón. Electrical shorts can cause fires if appliances are left on unattended.

cooling vents get blocked with dirt and dust or covered with a decorative towel or other things and devices. The heat continues to build, and boom electrical short, shock and fire.

But there's a way we can prevent this from happening. The Federal Fire Department recommends that when you're not watching television or listening to the radio, please turn these devices off. Simply by turning these devices off, you reduce the heat build up and ultimately reduce the chances of a fire.

Remember, televisions and radios can continue to be a turn on if you simply turn them off when not in use.

For more details, call Federal Fire Department's prevention division at 474-7785.

Got Questions?

Write to us at hnn@honoluluadvertiser.com

Commentary

Ohana Line

I've noticed some of my neighbors have two or three cars. That's not usually a big deal until I have guests come over and there are no parking spots available. What are the rules about parking in Navy housing?

According to housing regulations, parking in Navy housing is limited to housing residents and their registered or authorized guests. Unauthorized vehicles are subject to being towed without advance notification to the registered owner. The owner is responsible for all costs.

All vehicles in housing must be properly registered with the commander Navy Region Hawai'i pass and ID office, have a current DoD decal, state license, safety inspection and be operable. For vehicles with out-of-state licenses, a current use permit issued by Hawai'i must be displayed.

Vehicles can only be parked in authorized parking spaces. They are not allowed to be parked on the grass or sidewalks for any reason, including washing, minor repairs loading and unloading. This applies to motorcycles, mopeds, scooters, recreation vehicles, boat trailers and other vehicles.

Residents are responsible for cleaning and maintaining their marked stalls. Unmarked stalls are provided for authorized guests on a first come, first served basis. Vehicles parked in a visitor's stall longer than 24 hours are liable for ticketing or towing. Residents with garages should use them for vehicle parking and not just for storage. This will help free up on-street parking for visitors. Any other questions regarding parking rules and

regulations can be found in your Navy housing handbook.

On the news, I've seen something about how the report on 9-11 is out and available. Is it really available to the public and how can I get a copy for myself?

The U.S. Government Printing Office is offering "The 9/11 Commission Report: Final Report of the National Commission on Terrorist Attacks Upon the United States" both online through GPO access and in the official government print edition.

Members of the general public can access the report online at no cost through the GPO Web site at <http://www.gpoaccess.gov/911/index.html>.

Copies of the report may also be purchased at the GPO in person, online, or through phone, fax, e-mail or postal mail.

To order in person, visit the GPO main bookstore at 710 N. Capitol St. NW in Washington, D.C.

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Hawai'i Sailors 'talk story

Seaman Lindsey Spaulding

Seaman Lindsey Spaulding, a new wife and mother, has been on active duty service in Hawai'i for three years. For Spaulding, joining the Navy presented an opportunity for a job and a life adventure.

"I thought it would be an adventure to get away from my hometown," said Spaulding. "My hometown is so small, I wanted to be able to see different places."

Spaulding came from a town of about 1,200 people and a small high school with a graduating class of 64 students.

"The Navy has given me an experience," Spaulding said. "I have already been able to see many different things."

During her travels with the Navy, Spaulding met her husband, Boatswain's Mate 3rd Class William Vasquez Santiago who is stationed aboard USS Russell (DDG 59). Santiago is a native of Ponce, Puerto

Rico. The couple has been married for almost one year and has a three-month-old daughter named Naomi Trinity Vasquez Santiago.

"My favorite hobby outside work is playing with my daughter," said Spaulding.

Spaulding enjoys singing and playing the piano. She participated in piano lessons in 2000 and 2001.

"I usually go and pick up different types of [piano] music and learn [to play them]," Spaulding said.

Currently undesignated, Spaulding plans to take the BM3 examination in September, and later hopes to cross rate into cryptologic technician interpretive.

Spaulding has spent all of her first enlistment here in Hawai'i. She was stationed aboard USS Hopper (DDG 70) until November 2003 when she was TAD to the Fleet and Family Support Center. In November, she will return to sea aboard

Vital statistics

Name:
Lindsey Spaulding

Hometown:
Randolph, New York

Duty station:
Naval Station Pearl Harbor

Job:
Undesignated deck seaman.

Favorite part of the job:
"I enjoy being out to sea"



Photo courtesy of Lindsey Spaulding. Lindsey Spaulding kisses Naomi Trinity Vasquez Santiago.

husband, daughter and three cats.

"As of right now, I plan on staying in the Navy until I retire," said Spaulding. "I have already had one deployment and I am going on another in January. The Navy provides adventure and a good means for us to provide well for our daughter."

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Chung Hoon coming soon



U.S. Navy photo

A view of the starboard bow of the Arleigh Burke-class guided missile destroyer USS Chung-Hoon (DDG 93) underway during her builder's sea trials. Chung Hoon transited the Panama Canal this week and is en route to Pearl Harbor to be commissioned this September.

COMDESRON 31 program pays extra safety dividends

Derek Nelson
Naval Safety Center

An initiative to recognize safety programs among the ships in Destroyer Squadron (DESRON) 31 is paying off for all the ships, by providing a format for passing along good ideas.

When USS Paul Hamilton (DDG 60) was recently named "Sea Warrior Safe Ship of the Quarter" for the third quarter of Fiscal Year 2004, the ship's new safety programs were shared with all eight ships in the destroyer squadron.

"The Safe Ship of the Quarter program fosters innovation and creativity within the lifelines of the ships by providing recognition for the Safety Team's efforts," said Hamilton's skipper, Cmdr. William C. Johnson.

The DESRON started the Safe Ship of the Quarter program a year ago.

"One of our main goals was to share best practices," explained Lt. Cmdr. Robert Thompson, DESRON safety officer. "Another reason was to find a way to get involved

in the 50 percent mishap-reduction campaign.

"The results have been really good," he added. "For example, one of our ships set up a safety marshal program, modeled after the fire marshal concept that the other ships picked up on."

Paul Hamilton was recognized for several initiatives, including establishing a motorcycle club to stress the importance of safe riding, and creating a GMT video to teach the crew about home and community safety, including an itemized list of common hazards and ways to make homes safe for children.

Also, before passing liberty call for the weekend, the commanding officer or executive officer addresses the crew with a safety reminder. Drinking in moderation, traffic safety, and any other special circumstances for the weekend are typically covered.

"I think the program is great," said Johnson. "It uses a little competitive spirit to help make the environment at work and on liberty a safer place for our Sailors across the entire squadron."



U.S. Navy photo

Lt. Matt Harden and Hunter Ellis shoot a clip for an upcoming documentary on the History Channel.

VP-4 goes tactical to practical

Lt. j.g. Shawn Spooner
VP-4 Public Affairs Office

The cast and crew of the History Channel's new series, "Tactical to Practical," visited the Skinny Dragons of VP-4 July 16, spending the day with the squadron during RIMPAC.

The event was the first work on a documentary covering the history and use of the P-3 since its inception back in the early 1960s and the role that spin-off technology might play outside the military.

It is said that necessity is the mother of invention and few situa-

tions rival military necessity.

However, many solutions to military problems have application to everyday life. "Tactical to Practical" is a new one-hour program that explores innovations developed for combat that have evolved into useful tools outside the military.

Hunter Ellis, a former F/A-18 Hornet pilot and contestant on the hit reality show "Survivor," hosts the show.

In his 10 and a half years of service, Hunter completed two Middle East deployments in support of Operations Southern

Watch, Desert Strike and Desert Fox. He has over 2,000 hours in the Hornet and over 400 carrier landings.

The "Tactical to Practical" crew received a tour of the P-3 Orion and had the opportunity to interview a combat aircrew. After the tour, Ellis signed autographs and chatted with the Skinny Dragons.

"Hunter Ellis was very cordial and very eager to talk with us," said Aviation Electronics Technician 3rd Class Steve Hebert.

The show is due to air during the third week in October.

Looking back at RIMPAC



U.S. Navy photo by PHAN Ron Reeves

AN David Dotts watches as an F-14D Tomcat launches from USS John C. Stennis (CVN 74).

More than 18,000 Sailors from seven countries converged on Hawai'i to participate in the Rim of the Pacific exercise 2004. Event coordinators said this year's event was successful and thank every member of every military who participated.

For a look at more pictures from this year's RIMPAC, visit the official Web site at www.cpf.navy.mil/rimpac2004.

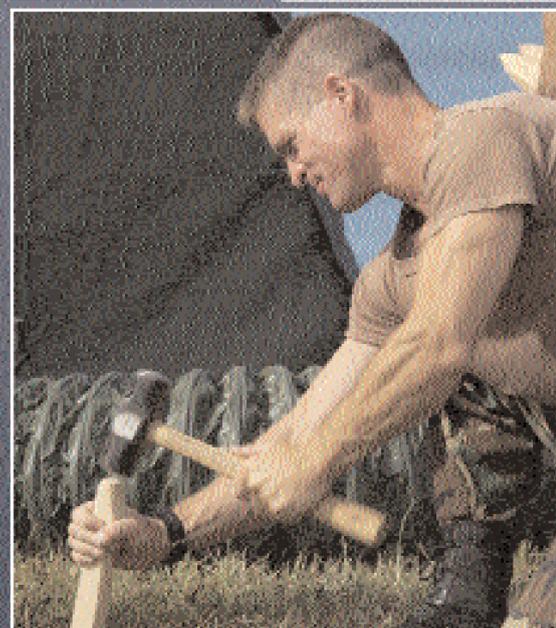


U.S. Navy photo by PH1 Jane West (Top) U.S. Marines assigned to 3rd Battalion, 3rd Marine Regiment disembark AAVs during a July 18 mechanized raid.



U.S. Navy photo by PHAN Ron Reeves (Left) OSSN Jeff Wordan mans a fire hose during a July 14 general quarters drill aboard USS John C. Stennis (CVN 74).

U. S. Navy photo by PH1 David A. Levy (Bottom) SK3(DV/PJ) Mark Harvey assigned to Explosive Ordnance Disposal, Mobile Unit Seventeen, Detachment 105, helps set up a forward operating base July 14.



U.S. Navy photo by PH2 Oscar Espinoza

The guided missile destroyer USS Howard (DDG 83) cruises alongside the crew of USS John C. Stennis (CVN 74).



U. S. Navy photo by PH1 Michelle R. Hammond

High Speed Vessel (HSV) 2 Swift prepares to refuel at sea (RAS) with USS Avenger (MCM 1).

MDSU-1 clears Ke'ehi Lagoon

MM3 Greg Bookout
Staff Writer

Mobile Diving and Salvage Unit One, Detachment Five divers along with Canadian Battle Damage Repair Fleet Diving Unit "Pacific," raised a barge from the bottom of Oahu's Ke'ehi Lagoon July 21.

This operation was conducted as a joint effort to clear the lagoon of a dangerous navigation obstruction and to provide a harbor-clearing exercise for coalition forces.

"In war, our enemy may sink a vessel intentionally to clog up a harbor entrance," said Chief Warrant Officer David Williams, officer in charge of Detachment Five. "We proved we could do it. It was a real-life operation. Things were happening right now and we proved we are the 'go to' team. MDSU-1 can do it."

According to Williams, the Navy uses two methods of salvaging a ship. One way is to cut the structure in place and then remove the pieces. The other is to repair the structure and re-float the vessel. In this case, MDSU-1 was able to repair and surface the vessel.

"During initial assessment, we noticed they had between 15 and 20 tons of steel debris to remove [from the vessel]," said Williams.

Williams also stated the barge had four feet of mud on top of it. A civilian-contracted crane was brought in to work with divers over a seven-day period to remove the steel debris. The mud was removed using a blower.

Following the removal of the mud and debris, an initial survey of the structure was conducted. Man-made access hatches were checked. Divers performed hull integrity tests, and lights were used to identify holes.

"All the holes were easily identifiable," said Williams. "Divers in the water used hammers to sound the hull. This would knock holes in bad metal, leaving only the good metal." "Divers would



U.S. Navy photo

The MDSU one flat barge containing the dive station next to it. The barge was successfully wrenched from the ocean floor during high tide using hydraulic power units and four inch pumps.

go inside man-made access hatches, turn on a light and divers on the outside could look for light and identify holes."

After the holes were identified, a scale model was made on an easel board with numbers corresponding to the holes in the structure to map out the damaged areas. This infor-

mation was then relayed to a support hull technician division shop to produce metal patches to mend the holes. The patches were then applied externally to the structure. Thirty-four patches were used to repair the vessel.

Once work was completed on the structure, the 80-foot by 44-foot barge was suc-

cessfully lifted from the floor of the lagoon using hydraulic power units and four four-inch pumps. Once surfaced, the vessel was towed to Sand Island and intentionally run aground where it was turned over to the state of Hawai'i for later removal as scrap.

Seventeen members of MDSU-1 Detachment Five participated in this operation along with six members of the Canadian unit BDR Fleet Diving Unit "P," assisted by with many supporting units.

"This is not a very common operation," said Williams. "This is important to the Navy because it is a real-time training operation. This is important to Hawai'i because it was in a marina and a navigation hazard to any boat with a large draft. It was a good operation, considering time [that the barge was] on the bottom and the [amount of] debris we had to remove. This went over flawlessly," Williams explained.



U.S. Navy photo

Mobile Diving and Salvage Unit ONE (MDSU ONE), Detachment 5 successfully raised a sunken barge from Ke'ehi Lagoon. Sunk in the lagoon some 25 years ago by a civilian business owner, the barge had been a longstanding underwater hazard to ship traffic.

USS Russell model provides inspiration

Ensign Katie Hulse
USS Russell Public Affairs

Anyone dining in USS Russell (DDG 59) crew's mess decks might have noticed a model of a destroyer displayed near the First Class Section.

The history of USS Russell dates beyond May 1995 when DDG-59 was first commissioned. A reminder of Russell's history, the model of USS Russell (DD 414) represents the traditions set by Sailors aboard that ship.

In December 1938, USS Russell (DD 414) was launched in Newport News, VA by Mrs. Charles H. Marshall, the granddaughter of Rear Adm. Russell for whom DD 414 was named. USS Russell (DD 414) won 16 Battle Stars and participated in virtually every major Pacific combat action in World War II.

"You can always depend on Russell to 'get up and go' when the signal hits the air and maneuver with decision and prudence at any hour, day or night," said Russell's executive officer, Lt. Cmdr. Christopher Sweeney. "The DD 414 model reminds Sailors daily that we follow in the wake of a destroyer whose reputation for combat readiness was known throughout the Pacific Theater. DD 414 always took station rapidly and maintained it with accuracy...414 will always be marked as a 'smart destroyer.'"

The model of USS Russell (DD 414) was built in 1943 and presented to DDG-59 by retired Cmdr. Charles Woodman, a DD-414

crewmember. The model had been in storage in Woodman's barn for many years and was in need of restoration.

During a 2003 DD-414 reunion in San Diego, the information regarding the whereabouts of the model of DD-414 was revealed, and the decision to bring it to Hawai'i was made.

Fire Controlman 1st Class (SW) Michael MacDonald, with his model-building experience, volunteered to bring the DD-414 model up to a "ship shape" standard.

He has modeled both "G" (1:28 to 1:32 scale) and "HO" (1:87 scale) scale model trains. With some minor exceptions, the model was kept in its original condition as much as possible. At 1:350th scale, MacDonald spent a total of about eight months restoring the 414 model to a like-new condition.

The 414 model is made of 100 percent wood and has not seen a drop of water in nearly 60 years. MacDonald tested a small portion of the hull during the beginning of his restoration in order to see how she would stand up to paint and she started to split apart.

As a result, the model required a complete sanding and sealing before the painting process could commence. MacDonald ordered most of the supplies he needed from the continental United States and England, adding a few weeks time to the process.

"She went through her 60 year overhaul just fine," MacDonald said. "I enjoyed bringing her back to her proud self."

STORY IDEAS?

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Hawaii Navy News

Pacific Fleet submarines support Fleet Response Plan

JOC(SW/AW)

David Rush

COMSUBPAC Public Affairs

In order to maintain forward presence, project power from the sea and effectively deal with the responsibility to answer the call of duty, the Chief of Naval Operations (CNO) Adm. Vern Clark, instituted the Fleet Response Plan (FRP) in 2003 as a means of responding to the ever-increasing role the Navy plays in supporting efforts on a global scale.

"I would rather muster two battle groups for three months and do something really significant internationally, and cooperate with partners in training and so forth, than just go over and hang out for six months without purpose," Clark told a Navy Times editorial board. "The position that I'm pushing is that we should be less interested in presence and more interested in presence with a purpose."

The basic goal of FRP is to keep the Navy ready to surge with different deployment durations, allowing Navy assets to be more flexible, ready to deploy at any time, anywhere.

Under the FRP, the Navy can provide six carrier strike groups in less than 30 days to support contingency operations around the globe. Two more carrier strike groups can be ready in three months to reinforce or rotate with initially responding forces, to continue presence operations in other parts of the world, or to support military action in another crisis.

According to Rear Adm. Paul F. Sullivan, Commander Submarine Force, U.S. Pacific Fleet, submarines have proven to be instrumental in implementing the FRP and remain essential to our ability to respond to contingencies and fight the global war on terrorism.

"Submarines are a major contributor to both peacetime and wartime operations. Arguably, Commander Pacific Fleet's primary focus is anti-submarine warfare, which is potentially a major concern in almost any real world scenario," said Sullivan. "Pacific attack submarines are involved on a daily basis in operations, which set the stage for any future conflict, and are likely to have a significant impact on the outcome of any future conflict based on that preparation."

As for their role in today's operations, submarines are providing unique capabilities that have become critical for certain operations.

"Their stealth and strike capability virtually ensure that they will be involved in any major conflict," said Sullivan. "Attack submarines are involved in the global war on terrorism on a daily basis in ways that are not necessarily visible or able to be dis-



U.S. Navy photo by PHAN Danielle M. Sosa

Los Angeles-class fast attack submarine USS Louisville (SSN 724) gets underway from Naval Submarine Base Point Loma, Calif. to conduct routine exercises.

cussed in a public forum, but are nonetheless very effective," Sullivan added.

Sullivan noted that many of the 17 nuclear-powered attack submarines homeported in Pearl Harbor have proven instrumental to surge deployments.

"The Pacific submarine force has fully implemented the FRP," Sullivan said. "The attack submarine cycle is slightly different than the aircraft carrier cycle due to different maintenance requirements, but it satisfies all of the FRP readiness goals. Our inter-deployment training cycle (IDTC) instruction has recently been revised as a fleet readiness training program (FRTP) instruction that fully implements the FRP," said Sullivan.

"At any given time, roughly eight out of 10 of the Navy's submarines are able to respond to emergent fleet requirements," he continued. "The increased surge readiness has already been used in multiple cases this year to fulfill vital Seventh Fleet operational commitments, including the surge deployments of USS Columbia (SSN 771), USS Salt Lake City (SSN 716) and USS Honolulu (SSN 718), twice in Honolulu's case," Sullivan added.

In addition to the attack submarines homeported in Hawai'i, two attack submarines, USS San Francisco (SSN 711) and USS City of Corpus Christi (SSN 705) are stationed in Guam under Submarine Squadron Fifteen. They are an integral part of the Pacific Submarine Force, providing added flexibility to the FRP and surge requirements placed upon the Navy's heavily taxed assets.

"Guam attack submarines are intended to represent the epitome of submarine readiness," said Sullivan. "Each Guam submarine will spend more time in higher conditions of readiness than probably any other platform in the U.S. Navy. They are projected to be either deployed or fully

surge ready for 80 to 90 percent of their operating life in Guam, compared to roughly 50 percent for a Pearl Harbor or San Diego-based attack submarine. Their proximity to critical forward operating areas make them the most responsive surge assets in the submarine force," said Sullivan.

"Although not routinely deployed to Fifth Fleet due to their compressed operating cycle and competing priorities in the Pacific Theater, they also offer a potential for surge deployment to Fifth Fleet in the event of a major conflict there," added Sullivan.

In a September 2003 interview, Commander, U.S. Pacific Fleet Adm. Walter F. Doran, stressed that the Navy's assets will continue to be in demand on very short notice to respond throughout the world.

"Through the FRP, the president and secretary of defense have a responsive, flexible Navy that can be called upon to deploy whenever we're needed with as little as 30 days' notice. With the current world situation, this is the way we're going to have to run our Navy," Doran said.

Pacific Fleet submarines have already proven to be able to respond to FRP requirements. According to Vice Adm. Michael McCabe, Commander U.S. Third Fleet, the ability to return from a deployment, make necessary repairs and be ready to go back into harms way is something that the Navy and, in particular attack submarines, are very capable of.

"We've tightened up our whole approach to rotation of equipment and personnel and training," Vice Adm. McCabe said. "This is to be both more efficient from a financial standpoint and more responsive from a deployability standpoint, to offer the leadership of the country, the president, the opportunity to have forces available to him more rapidly."

The face of force protection



U.S. Navy photo by J03 Corwin M. Colbert

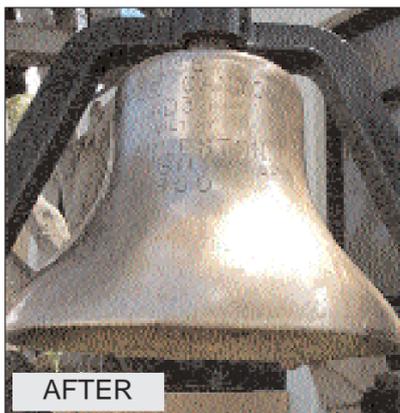
AO1 Antonio Houck, an Afloat Training Group Mid-Pacific Pearl Harbor (ATGMIDPAC) instructor, demonstrates to FC2(SS) Thomas Lucero of USS Greeneville (SSN 77) how to properly execute a pressure point control technique. The demonstration was part of the submarine's anti-terrorism/force protection training July 19.



BEFORE

U.S. Navy photos by JO1 Daniel J. Calderón
The bell in front of the Oceans Chiefs' club received a cleaning and coat of Micro-Guard. The product is meant to protect the bell from the elements and will only require minor maintenance over its lifetime.

Oceans' club bell receives Micro-Guard



AFTER

JO1 Daniel J. Calderón
Editor

The bell in front of Oceans CPO Club looks a little different today than it did a week ago. The bell received a cleaning and a fresh coat of Micro-Guard from Grace Pacific Maintenance Solutions.

"This is a great example of the civilian community and the military working together," said Marc Nischik, technical service representative for the company. "We're proud to have the chance to help out."

"Marc and the folks at Grace Pacific have done an outstanding job," said Senior Chief Machinist's Mate (SS) Mike Norman, president of the advisory board for Oceans Chief Petty Officers Club. "The bell really looks good. Oceans is an important part of Naval Station. The bell is an important part of our tradition. Preserving both is important to the CPO community. Some may feel that another tradition has gone by the wayside, that tradition being the annual cleaning of the bell by the chief selectees. Although the selectees have done a great job over the years, I believe there are more meaningful opportunities and activities the new chiefs can be a part of and learn from during the transition season," Norman continued.



Photos courtesy of Grace Pacific Maintenance Solutions

The left photo shows unprotected flagstone and the right area has been treated with Micro-Guard. The product has been used aboard Navy ships and at MWR areas across the island.

The bell originally came from the Ex-USS Bryce Canyon. The ship was the first to put up a plaque in Oceans. "Auntie" Nona Carrell, a former employee at Oceans, worked at the various chiefs' clubs for 30 years. By the time she retired in 2000, she had been with Oceans since 1974, from the day it first opened.

"The bell was presented to the former chiefs club, where the PSD is now," she said. "They put it in the foyer. That was in the mid-80s."

Once that club closed, the Bryce Canyon's bell was moved. The bell has been in front of Oceans for more than 10 years. The bell should never need to be polished again.

"Building maintenance, whether commercial or residential, is a never-ending process," said Nischik. "Single commercial property, sprawling military/commercial complexes, and single-family residence all suffer the effects of contact with

our harsh environment. Age, normal wear and exposure to the environment continually reduce the useful life of equipment, fixtures and overlayers," Nischik said.

Grace Pacific Maintenance Solutions cleaned and coated the bell at no charge to the Navy. Nischik said he was happy to help out because it was a project he thought was important. A former Navy flag writer, Nischik feels his product can help save the Navy money in the long run.

"Micro-Guard's line of cutting edge products provides the solution to help you reduce the vicious cycle of repair and replacement, by preserving, prolonging and protecting your assets by extending its life and preserving your investment," he said. "Your building facility assets will last longer, look better and best of all, will require less maintenance and cleaning, thus reducing your operating and labor

costs."

The bell is not the first application of Micro-Guard on Navy property in Oahu. The fitness center on Ford Island has its bathrooms protected by the product, as do the men's shower area at Bloch Arena and the bathrooms at the Barbers Point Bowling Center.

"That stuff is great," said Elden R.T. Doi, manager at the bowling center and president of the Hawai'i chapter of the International Military Community Executive Association. "Marc did a product demonstration for us. He said he'd do half of a bathroom and then let us see what we thought. They really did a lot of work to clean up the bathroom floors. Once they put the finish on it, it was amazing," said Doi.

The "amazing" results on the Bryce Canyon's bell can be seen in front of the Oceans club now. Nischik said this should be the last time the bell will need anything except for simple cleaning to maintain the look.

"The cured film of Micro-Guard finishes are electron deficient, so the slight positive charge acts as a natural repellent to organic contaminants, including mold," he said. "The combination of longer life, lower cost and resistance to organic contaminants make Micro-Guard an essential part of a facility maintenance program."

Hopper Sailors see Hong Kong

USS Hopper Public Affairs

Sailors from USS Hopper (DDG 70) enjoyed four days of liberty in Hong Kong, July 11-15.

This first port visit of Hopper's fourth deployment marked the first overseas visit for many junior personnel.

Sailors rode liberty boats from the ship, moored in Victoria Harbor, to Fenwick Pier, home of Hong Kong's Morale, Welfare and Recreation (MWR) office.

"The MWR reps in Hong Kong were extremely helpful with coordinating hotel arrangements and tours," said Ensign Jon Rank, the ship's MWR officer. "They provided our crew with plenty of options for enjoying the city."

The most popular event, the Hong Kong city tour, provided the opportunity to journey to the top of Victoria's Peak.

"I felt overwhelmed by the sheer enormity of the city," said Cryptologic Technician Technical Seaman Lakesha Jackson commented. "The lights at night were spectacular."

"Overlooking the enormous city at night reminded me of standing in the middle of New York's Times Square," added Operations Specialist 2nd Class (SW) William Manning.

Other Sailors ventured by ferry to the neighboring island of Lantau, home to the world's largest outdoor Buddha statue, located above the Po Lin Monastery. Shopping proved to be a favorite liberty activity, as many Sailors spent their liberty shopping at the Night Market on Temple Street on

Kowloon Island and the Stanley Market on Hong Kong Island.

Many crew members also participated in two community service projects. One group went to the Tao Fong Shan Christian Center, run by Norwegian, Danish and Chinese missionaries.

"I have never seen so much bamboo in my life," said Operations Specialist 2nd Class (SW) Terrish Bilbrey. "We worked really hard all morning clearing bamboo and rocks from the garden. I loved getting to meet the people who worked at the center, and the Chinese countryside was just beautiful."

Another group went to the Hong Chi Pine Hill Village, a school where handicapped children and young adults learn basic skills necessary to lead independent lives.

"The people here had experienced a very hard summer. All of the rain had caused a lot of the weeds in the children's playground to grow out of control, which created an ideal environment for mosquitoes to breed," said Engineman 2nd Class (SW) Martha Moats. "We cleared the weeds to get rid of the bugs, so the kids can enjoy the playground equipment."

"I loved meeting the teachers at Pine Village, and all of us had a blast," she said. "We all finished the day knowing we had accomplished a really good thing."

The Hopper crew sailed from Hawai'i June 28 along with the San Diego-based guided-missile cruiser USS Mobile Bay (CG 53) for a six-month deployment to the Western Pacific and Central Command areas of responsibility. Hopper is part of Expeditionary Strike Group (ESG) 3.

Hawai'i Navy News Sports



U.S. Navy photo by MM3 Greg Bookout

A soccer player from the USS Stennis team eludes a member of the USS Ford team during a RIMPAC soccer tournament contest.

RIMPAC tournaments offer international competition

MM3 Greg Bookout

Staff Writer

During the weekend of July 23 - 25, various commands fielded teams to compete in several sporting events and tournaments aboard Naval Station Pearl Harbor to compete for the RIMPAC cup.

The events included a 5k run, bowling, singles and doubles tennis, racquetball, indoor and outdoor volleyball, in-line hockey, basketball, softball and soccer. Points were awarded to each command participating in events, based on performance.

As the tournaments wrapped up, team Reuben James captured the basketball tournament title over team Stennis 41-24, team NSGA Hawai'i claimed the softball title with a win over the USS O'Kane team 8-7, and the Chilean team Lynch 1 took away the win in soccer with a narrow 4-3 victory over the team from the USS Chosin.

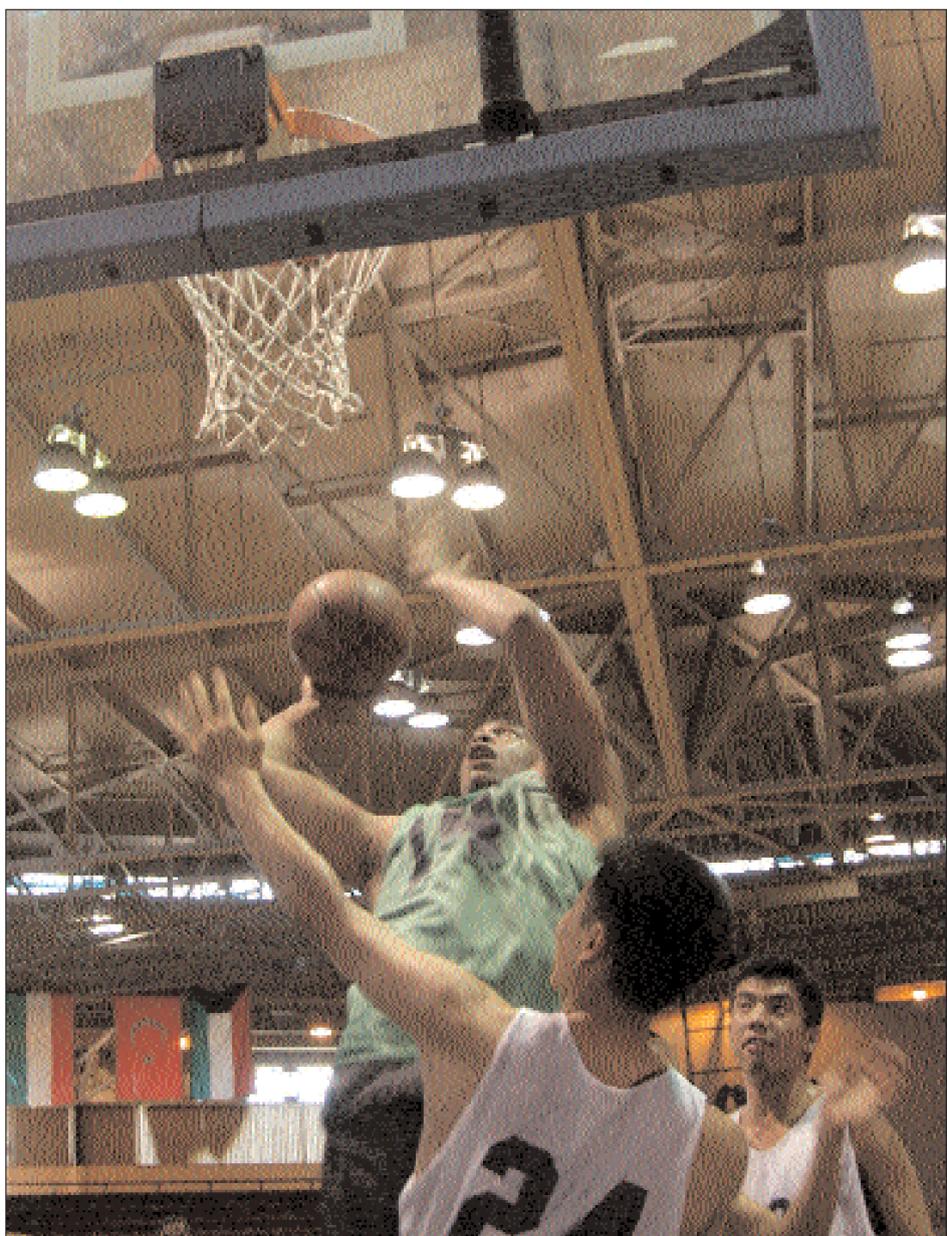
Other winners included, the Japanese team



U.S. Navy photo by MM3 Greg Bookout

United States and Canadian Sailors congratulate each other in a display of sportsmanship following a RIMPAC softball tournament game.

Haruna which emerged victorious over the Chilean team Lynch 2 in indoor volleyball, team Chosin defeated team JMSDF (VP-DET 38) in sand volleyball, and team Chosin brought home a win in the in-line hockey tournament with a win over the team from the USS John Paul Jones.



U.S. Navy photo by MM3 Greg Bookout

A player from the 'Team Stennis' basketball team scores over a Japanese player from team 'Asakze' during the RIMPAC basketball tournament.